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GIRLS

Start out by flirt-
ing just for fun and
before they know
it they're dead in
earnest.You men will
want a suit dead
in earnest if you'll
see what we can
really give you for\$15
and
\$20"ASK THE MAN
WHO WEARS ONE"

The Model

1139--Fort St.--1141

Open Evenings

Plans have been made for the un-
veiling of the monument of the Ar-
lington Confederate Monument Asso-
ciation at the Arlington National
Cemetery June 4.

BUSINESSMEN SAY ANOTHER COALING

NEW WHARF
IS SAFE[Special Star-Bulletin Correspondence]
HILO, May 22.—To prove the safe-
ty of Kulu Bay wharf for large ships
and disprove the rumor that the John
Ena was protected from the pier by a
net work of cables, the Hilo rail-
road ran a special train out to the
wharf yesterday morning carrying a
part of local business men, their
wives and friends. They found condi-
tions precisely as Superintendent R.
W. Filler had reported—the John Ena
riding alongside with only two cables
out on the port side and neither of
these taut, while the sugar loading di-
rect from the railway cars to the
vessel's hold was proceeding with dis-
patch.To give the new pier the severest
test possible Superintendent Filler
has been using his heaviest engines
on the tracks, which extend the
length of the wharf, and running onto
it more than half the railway com-
pany's entire equipment of rolling
stock, all the cars loaded to capacity
with sugar. He says the pier has not
shown the slightest hint of weakness
at any point under the strain.Those in the party visiting the new
pier yesterday was Collin McClellan,
of the Lapaehoe plantation; Wil-
lam J. West, of the von Hamm-Young
Company; Harry B. Mariner of the
First Trust Company; W. H. Ship-
man, Mrs. Shipman and the two Mis-
ses Shipman; Attorney Harry Irwin,
Superintendent Filler and Mrs. Filler,
J. W. Bains and Mrs. Bains, Mrs.
Hampton, Mrs. McInnis, E. F. Nichols
of the Hilo Mercantile Company and
Frank Medcalf of T. H. Davies & Com-
pany.

Many Travelers in Matsonia.

The Matson Navigation steamer
Matsonia is sustaining its reputation
as a popular liner with trans-Pacific
travelers, judging from the text of
an agram received today at the
agency of Castle & Cooke which pre-
dicted the arrival of the vessel from
San Francisco on Tuesday morning
with 89 cabin and 19 steerage passen-
gers.The big steamship will be disch-
arged of 2827 tons of cargo while at Ho-
nolulu, 200 tons of freight to be left
at Hilo. In transit the Matsonia car-
ries 123 tons of freight for Port Allen
and 11 tons for discharge at Kaana-
pali. Port Allen and Kaanapali freight
will be transhipped at Honolulu.The steamer is bringing 403 sacks
of late mail. Eight automobiles are
included in the freight for Honolulu.
SHIP

May Remodel Enterprises.

To better take care of passenger
business between Hilo and San Fran-
cisco during the life of the Panama-
Pacific exposition, the Matson Naviga-
tion steamer Enterprise is reported
may be remodeled to an extent that
additional accommodation for travel-
ers will be provided. The Enterprise
now steaming from the coast to the
Hawaii port is due there about May
31. It is stated that at the comple-
tion of the next voyage the vessel
may enter a San Francisco drydock
and shipyard. In this event, it is pre-
dicted that the Enterprise may be out
of commission for several months.
Inquiry at the office of Castle &
Cooke in this city failed to conform
a report that has been current in
Hilo shipping circles that considerable
improvement would be made in the
steamer Enterprise.BARGE IS NOW
CONTEMPLATEDAdditional deep-sea tonnage now de-
manding improved facilities and ac-
commodation at the port of Honolulu,
coupled with the fact that increased
shipments of merchandise are the
rule, it is believed will warrant the con-
struction of another mechanical coal-
ing barge, to better take care of this
line of business.When the Inter-Island Steam Nav-
igation Company placed barge No. 1
into commission during the earlier
part of the year, it was then believed
that the contrivance would be found
equal to existing demand created at
the port for fuel by visiting liners.The mechanical conveyor that has
been employed with great success in
supplying lines with quantities of
fuel, while having a capacity for about
500 tons of coal, it is predicted will not
be able to cope with future require-
ments, if the expectations following
the opening of the Panama canal to
commercial traffic are in a measure
realized.Since going into commission the In-
ter-Island coal conveyor has been
handling fuel at the rate of 400 tons
an hour.Sixty men would be required to take
care of this amount of coal, while
through the employment of the me-
chanical conveyor less than a half
dozen employees are identified with
the management of the barge.The matter of a second barge has
been under consideration. Plans now
prepared call for a plant along simi-
lar lines to the one now in operation.

Coasting Steamers Kept Busy.

In departing from Hilo for Honolulu,
the Inter-Island flagship Mauna Kea
passed a number of vessels at ports
along the coast of Hawaii. Much sug-
ar is being moved to Hilo and to
Honolulu. The Maui was passed at
Pepee, the Mauna Kea at Pepee, Ka-
hulani at Pauhanu and the Waialea
at Honokaa, the latter vessel to re-
turn to Honolulu with a full shipment
of sugar tomorrow morning.Purser Phillips reported fine
weather with light trades and smooth
seas. The Mauna Kea brought freight
including shipments of hogs, poultry,
10 cords of wood, 210 packages of sun-
dries and 300 head of sheep.Sugar awaiting shipment on Hawaii
includes the following lots, according
to a report received in this city to-
day: Olua 9600, Waiakoa 1000, Ha-
waii Mill 15,000, Hilo Sugar Co. 15,
800, Onomea 19,951, Pepeekeo 19,000,
Honouliuli 16,500, Hakalau 14,700, Lau-
pahoehoe 16,300, Kailiki 9278, Kula-
au 5690, Hamakua Mill 8050, Pauhanu
15,000, Honokaa 10,000, Punaluu 11,
844, Honouliuli 9071, Hilo 14,355,
Union Mill 1500, Kohala 15,681, Ha-
lawa 7787, Niihau 10,562 sacks.

Mexican Steamers Via Magellan.

The American-Hawaiian freighter
Mexican has taken 2700 tons of sugar
while at Hilo and will call from that
port for New York or Philadelphia by
the way of Magellan straits. It was
announced that the Panama railroad
is congested with sugar traffic and
can handle no more; also that its
barges engaged in transporting sugar
through the Panama canal can take
no more for some time.To keep white enamel ware look-
ing new and immaculate try scouring
it with vinegar occasionally.JOINT MEETING
NEXT WEDNESDAY
MAY BE THE LASTWhat probably will be the final
joint meeting of the members of the
Chamber of Commerce and Mer-
chants' Association will be held in
the makai pavilion of the Young
hotel at 3 o'clock Wednesday after-
noon, at which time the organization
of the greater commercial body to be
known as the Chamber of Commerce
of Honolulu will be perfected, and
officers and directors elected to serve
during the coming year.The first order of business will be
the acceptance of the charter as
amended by the chamber and the as-
sociation, and the final approval of
the report of the joint committee on
by-laws, of which F. C. Atherton is
chairman. Following this, the special
committee appointed to nominate
candidates for officers and directors
of the new organization will present
its report. Upon the acceptance of
this report, F. C. Atherton, the tem-
porary chairman, will call for further
nominations for officers and directors
from those present, at which time
both the members of the chamber
and the association may present the
names of persons whom they would
desire in office. These names, with
those proposed by the nominating
committee, will form the slate for the
election. With the election of offi-
cers and directors, the new organiza-
tion will be launched.Either immediately after the meet-
ing or within a few days following,
the new officers and the members of
the board of directors will meet and
perfect their organization by electing
a secretary. At this meeting, the
new president will appoint the chair-
men of the various committees. Thus
far, Raymond C. Brown and A. L.
Mackaye are the only candidates in
the field for the position of secretary.The slate of officers for the greater
organization, as drawn up by the
nominating committee, consists of
George B. Carter, president; W. R.
Farington, 1st vice-president; T. M.
Church, 2nd vice-president; C. H.
Cooke, treasurer. The candidates for
directors, selected by the nominating
committee, are E. A. Berndt, E. F.
Bishop, G. F. Bush, R. B. Booth, O.
A. Bierbach, F. E. Blake, A. W. T.
Bottomley, G. A. Brown, Robert Cat-
ton, A. N. Campbell, J. K. Clarke, G.
P. Denison, J. D. Dougherty, John
Effinger, G. G. Guild, A. J. Gignoux,
J. F. C. Hagans, J. A. Kennedy, J.
Lennox, P. W. Macfarlane, L. T.
Peck, S. S. Paxson, E. H. Paris, M.
Phillips, F. M. Swanzy, E. I. Spaulding,
O. C. Swain, P. A. Swift, J. F. Soper,
E. P. Sammons, E. D. Taney, Ed
Towse, C. C. von Hamm, H. F. Wich-
man, J. T. Warren and J. W. Wal-
dron.

Sparks from the Wireless.

The following wireless message has
been received by the agents of the S.
S. Matsonia, bound for Honolulu: For
Honolulu, 89 cabin, 19 steerage pas-
sengers, 403 bags mail, 56 W. F. X.
matter, 2827 tons cargo; 8 automo-
biles; for Hilo: 200 tons cargo; for
Port Allen: 123 tons cargo; for
Kaanapali: 11 tons cargo. Ship will
arrive Tuesday morning and dock at
Pier 15.The schooner Melrose has been dis-
charged of a shipment of lumber and
sailed from Kahului, Maui, for Puget
Sound. This vessel remained in the
islands for about 10 days.BIG SHIP ENA NOT
OFF PACIFIC
MAPThat the big American ship John
Ena was to be eliminated as a sug-
ar carrier from the Pacific, and soon to
become relegated to the rank of a
plebeian oil barge, is an announcement
made in Honolulu that has brought
forth a vigorous denial from Captain
Olsen, veteran master of the wind-
jammer, who is inclined to scout the
suggestion that the days of useful-
ness of the John Ena as a round-the-
horn packet are about at an end.The skipper, now at Hilo awaiting
the loading of 4500 tons of sugar into
his command, destined for the East
coast of the United States, is reported
as stating:"They've been saying every trip for
the last five years that it would be
our last, and I think they're mistaken
this time, too. Of course, we may not
take the long jaunt around the Horn
again—in fact, if we can get a char-
ter on the East coast for the west-
ward run after our arrival this time
we probably will come back through
the Panama Canal; and all our runs
hereafter undoubtedly will be routed
through the big ditch."I think we will carry more sugar
cargoes, however. There is a possi-
bility that the Ena may be chartered
by the government for coal carrying,
but this is uncertain.The John Ena probably will not
sail from Hilo for another week, or
until the steamer Matsonia arrives
there, about Friday, May 29. She is
awaiting some supplies or instruc-
tions by that boat. Meantime she
may withdraw from the Kulu bay
wharf, as soon as the loading is fin-
ished, to avoid further wharfage
charges.Mishio, a Japanese, convicted in
district court yesterday upon a
charge of assisting in the maintenance
of a lottery, was sentenced to pay a
fine of \$150, from which decision At-
torney Rawlins, representing the de-
fendant, noted an appeal. Later the
amount was reduced to \$125. The lot-
tery or a che fa bank as urged by
Captain of Detectives McDermott was
raided some days ago by officers from
that department. A mass of evidence
was introduced at the trial.In proceeding to Port Hartford, the
Union Oil tanker Santa Rita sailed in
ballast. Fuel to the amount of 44,000
barrels was discharged at Honolulu.

City Transfer Co.

JAS. H. LOVE.

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Tooth Paste

An excellent preserving agent for the teeth and gums.
THOROUGH IN ITS CLEANSING PROPERTIES. PLEASANT TO
TASTE.

In Tubes, 25 cents.

Liquid Kolynos

AN IDEAL DEODORIZER AND MOUTH WASH.
50c for 1 lb. tube—25 cts and 50 cts.

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Baby Carriages

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Estates or Trusts of any description where a bond is
necessary we are prepared to assume the duties and
responsibilities. Consult us at any time.

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A GOOD LOW PRICED CAR

The Saxon is amply powered. The
high-speed four-cylinder motor (2 1/2-
in. bore x 4-in stroke) with large gear
reduction in the rear axle, gives great
pulling power and great flexibility.
The car hugs along wonderfully well
through mud and on hills. It thro-
tles down to five miles an hour on
speeds over the road at 40—and with-
out unpleasant vibration or jarring.

TWO REASONS FOR PRICE.

There are two principal reasons
why we can offer you such a car as
the Saxon at the price. First, the
car has been designed from the very
beginning with the idea of building
it economically.

WHEELS.

The wire wheels add greatly to the
up-to-date appearance of the Saxon.
They are 28-in. in diameter, with 23-in.
x3-in clincher tires.

LOTS OF ROOM.

The seat is 40-in. wide and 16-in
deep, well upholstered and exceed-
ingly comfortable. Ample leg room is
provided—30-in from seat to dash.
Doors are 18-in. wide, neatly hung and
well-fitted. The doors have concealed
hinges and door handles on the in-
side, thus leaving the outside of the
body perfectly smooth.The oval fenders are of an entirely
new design, without moldings, beads
or sharp corners. These fenders not
only add greatly to the beauty of the
car, but afford utmost rigidity and
give fullest protection from dust and
dirt. They are absolutely free from
rattle.Good Looks
Left Drive, Center Control.
Power and Flexibility
Low Cost of Upkeep
Vacuum Splash Oiling System
Freedom from VibrationStreamline Body
Molded Oval Fenders.
Lots of Room
Wire Wheels
Sliding Gear Transmission
Multiple Disc ClutchStandard Tread
Light Weight
4-Cylinder Continental Motor
36-in. wheelbase
15 Horsepower
Large Carrying Compartment at Rear
Adjustable Ventilating Windshield

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